

BEACON HILL PARKING MATRIX SUMMARY

The *Beacon Hill Parking Matrix* was developed between July and October 2003 by key community members in conjunction with the Seattle Department of Transportation's *Making the Parking System Work* program, and by reviewing relevant neighborhood planning documents. The boundaries that define the scope of the program are Beacon Ave S. from 14th Ave S. to S. Hanford, and extending one block on each side of Beacon Ave. S.

Through the *Making the Parking System Work* program, Seattle Department of Transportation (SDOT) staff collaborate with neighborhood business and community organizations to identify and implement low-cost, common-sense local parking management and access strategies. These active partnerships seek to achieve an acceptable balance of residential, visitor, business customer and employee parking in a particular neighborhood. The partnerships also create and employ techniques to reduce demand for parking spaces by promoting travel by foot, bike, bus and carpool. These techniques are also known as transportation demand management or TDM. Additional information about the *Making the Parking System Work* program can be found at <http://www.seattle.gov/transportation/neighborhoodparking.htm> or by contacting Randy Wiger at (206) 684-8186 or Randy.Wiger@Seattle.gov.

This Summary highlights Key Issues understood to be of highest importance to the local community, and is not a complete inventory of all items found in the Beacon Hill Parking Matrix.

KEY ISSUES

Item #1) On-Street: Consolidate load zones to create more customer parking.

A number of blocks have load zones that could be consolidated in such a way that the resulting single load zone on that block could serve multiple businesses on that block.

Recommendations to address Item #1:

Removing load zones that are no longer needed may be accomplished by having the adjacent business call 684-ROAD and ask to have them removed. Where load zones are proposed to be consolidated, the relevant businesses would need to be contacted in order to determine if the proposed consolidation would meet their needs.

Item #2) On-Street: Investigate and adjust current bus zone placement.

A number of blocks have bus zones that seem either unnecessarily long or inadequately short. Additionally there is a conflict between a bus zone and a load zone area on the 2500 block that poses a hazard for both uses.

Recommendations to address Item #2:

Appropriate SDOT staff will engage Metro about bus zones that are too long or too short. SDOT staff will contact the owner of the business where the conflict is occurring to seek a collaborative solution with Metro.

Item #3) On-Street: Investigate and adjust curbside parking items.

Several curbside parking items need further investigation. Cars park up on the curb, primarily on the east side of Beacon Ave S. (especially but not only on the 2500 block), even though the lane nearest the curb is a parking lane. A mailbox on the 2700 block of Beacon Ave S. is next to a curb marked as No Parking. People park in this space briefly while dropping off mail.

Recommendations to address Item #3:

SDOT staff will investigate whether the parking lane is wide enough to allow people to safely exit parked vehicles without parking on the curb. The community may wish to draft a letter which nearby businesses could place under the windshield of cars parked on the curb that educates drivers of the fact that the lane nearest the curb is a parking lane, and asks them not to park on the curb anymore. Program staff will determine if the No Parking zone next to the mailbox is necessary for safe traffic flow and, if not, engage SDOT Traffic Engineers with the idea of removing it. Alternatively, a collaborative effort involving the community, SDOT, and the Post Office could be developed to explore moving the mailbox.

Item #4) RPZ: Address community's desire to have an RPZ around light rail station.

The community would like SDOT support for a Residential Parking Zone to be in place by the time the light rail station opens.

Recommendations to address Item #4:

Although outside the scope of the Program per se, SDOT staff can refer to the recent letter between SDOT and Sound Transit that describes both agencies support for having an RPZ in place by the time the station opens.

Item #6) Enforcement: Abandoned and neglected vehicles on residential streets.

Many residential streets surrounding Beacon Ave S. have a large number of abandoned (not working and not going to be repaired) or neglected (not working and could be repaired) vehicles. Many residences (perhaps more than 50%) do not have a driveway adequate for storage or a driveway of any kind at all. Neighbors do not like how the parking spaces are being taken up by non-working vehicles, yet are hesitant to call the abandoned vehicle number and cause a fine to be imposed on their neighbors.

Recommendations to address Item #6:

The community could draft a letter that states a preferred time limit (such as 30 days) as a grace period in which owners of non-working vehicles should get their cars running or disposed of (this would *not* suspend the City's 72-hour rule which is enforced on a complaint basis). After the grace period, the community would begin calling the Abandoned Vehicle number to report non-working vehicles. The community could also engage Program staff in collaborating to develop a resource document for owners of non-working vehicles. The resource document could include such information as non-car transportation methods available to Beacon Hill residents, how to dispose of a non-working car, and even a list of all nearby mechanics/garages.